

**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

8 February 2022

Chris Ritchie
Director, Industry Assessments
NSW Department of Planning and Environment
4 Parramatta Square
12 Darcy Street
Parramatta, NSW 2150

Dear Chris,

AMENDMENT TO SSD-10272349 YIRIBANA LOGISTICS ESTATE

On behalf of The GPT Group (the applicant), formal amendment to SSD-10272349 Yiribana Logistics Estate (YLE) is sought in accordance with Clause 55AA of the *Environmental Planning and Assessment Regulation (EP&A Reg) 2000* (now referred to as Section 37 of the EP&A Reg 2021). Given the YLE Environmental Impact Statement (EIS) was lodged with DPE on 30 August 2021, prior to the commencement of the EP&A Reg 2021 on 1 March 2022, Clause 55AA of the EP&A Reg 2000 is still applicable to the site.

The amendments to the proposal have arisen as a result of further acquisition of the adjoining lot, the detailed assessment of the proposal and feedback received by GPT through consultation with the Department of Planning and Environment (DPE), and various technical consultants.

The changes requested to the development application are set out below. A thorough description and assessment of the proposed changes has been undertaken in the Submissions Report submitted to DPE on 16 September 2022, which will be finalised and lodged onto the NSW Major Projects Portal in the beginning of February, to be accompanied by updated Plans and technical reports.

There are two amendments proposed to SSD-10272349 as part of this Clause 55AA request, which include:

1. Amended Project Site Boundary
2. Amended Project Description.

1. AMENDED PROJECT SITE BOUNDARY

The first amendment to SSD-10272349 for the project site boundary is in response to the acquisition of 772-782 Mamre Road, Kemps Creek (referred to as 772 Mamre Road), by GPT. The previous exhibited site boundary consisted of two (2) lots at 754-770 and 784-786 Mamre Road, Kemps Creek.

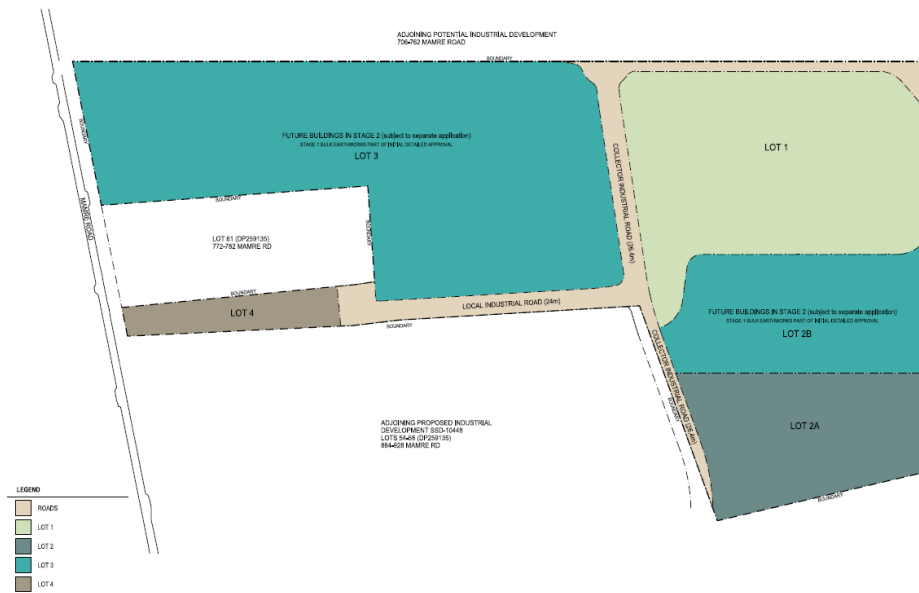
Following the acquisition of the 772 Mamre Road, Landpartners assisted GPT in the consolidation of the three (3) lots, registered on 10 January 2023 with the Office of Registrar General. An extract of the Plan of Consolidation of Lots 59, 60 and 61 of DP259135 is provided in **Figure 3** below.

As a result of this amendment to SSD-10272349, the project site boundary is updated to include the consolidated lot, now referred to as Lot 180. Table 3 below details the comparison between the previous site boundary in the exhibited EIS and Submissions Report, and the amended site boundary.

Table 1 Amended Site Boundary comparison

Exhibited Project Boundary	Amended Site Boundary
<p>The exhibited site boundary consisted of two (2) lots (refer Figure 1), including:</p> <ul style="list-style-type: none"> 754-770 Mamre Road, Kemps Creek (Lot 60 DP 259135); and 784-786 Mamre Road, Kemps Creek (Lot 59 DP 259135). 	<p>The exhibited site boundary consisted of one (1) consolidated lot referred to as Lot 180 DP 1290397 (refer Figure 2). This consolidated lot consists of three (3) lots formerly referred to as:</p> <ul style="list-style-type: none"> 772-782 Mamre Road, Kemps Creek (Lot 61 DP 259135); 754-770 Mamre Road, Kemps Creek (Lot 60 DP 259135); and 784-786 Mamre Road, Kemps Creek (Lot 59 DP 259135).

Figure 1 Exhibited site boundary – Subdivision Plan



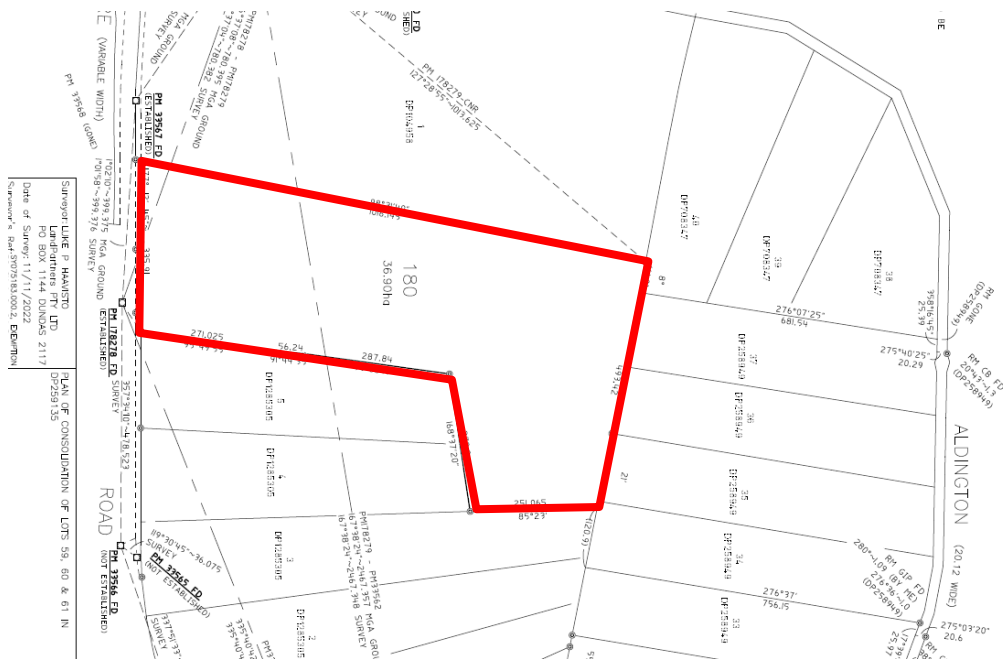
Source: SBA Architects

Figure 2 Refinement to the exhibited site boundary – Subdivision Plan



Source: SBA Architects

Figure 3 Refinement to the exhibited site boundary – Plan of Consolidation



Source: Landpartners

1.1.1. Justification

The proposed amendment to the project site boundary for SSD-10272349 is directly in response to the acquisition of 772 Mamre Road by GPT and the subsequent consolidation of the three (3) lots and registry with the Office of the Registrar General.

Through consultation with DPE and TfNSW an agreed pathway was to incorporate the entirety of the site, notably the area within 772 Mamre Road, Kemps Creek. This area is proposed for the temporary left in left out (LILO) access from Mamre Road and will now form part of the SSD-10272349 application.

The amendment to the site boundary increases the total area of the site by 3.75ha (approximately), however it does not change or impact on the extent of the proposed works. Hence the environmental impact assessment as it applies to the proposed YLE remain as is and is not required to be amended. The inclusion of 772 Mamre Road is an administrative change in response to the consolidation of Lot 180, which does not impact on the proposed development as part of the Stage 1 of SSD-10272349

The Architectural Drawings and Landscape Plans have been updated to reflect the amended site boundary for consistency, as part of the response to the Request for Additional Information (RFI) issued by DPE on 25 November 2022.

2. AMENDED PROJECT DESCRIPTION

The second amendment to SSD-10272349 is for the withdrawal of the Concept Master Plan from the application, with only the Stage 1 development (now referred to as the '**Site Layout Plan**') works to remain. The Concept Master Plan comprised a total of five (5) warehouses, three (3) of which (warehouse 2, 4 and 5) were proposed for concept approval and two (2) (warehouses 1 and 3) for Stage 1 approval.

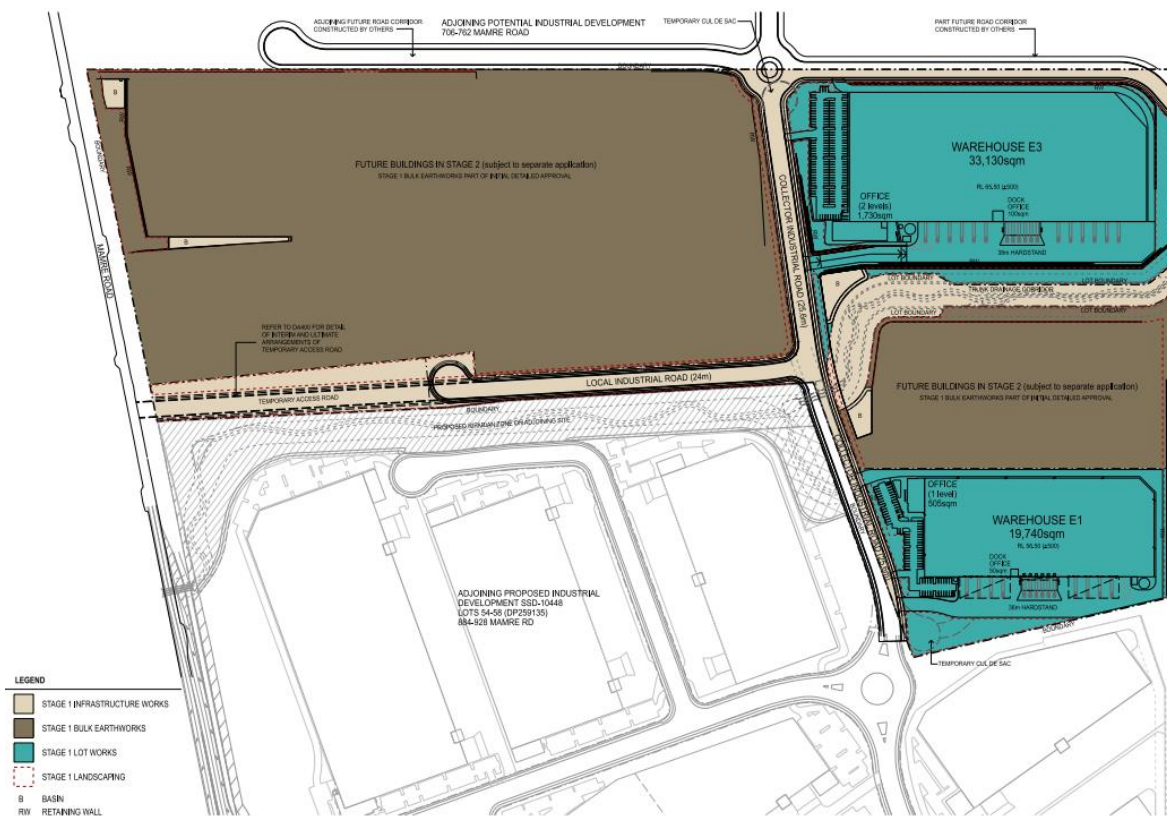
As a result of this amendment to SSD-10272349, the project description is updated to reflect the following:

- ~~▪ A Concept Master Plan comprising five (5) industrial warehouses and ancillary offices, internal road network, 35m environmental corridor, building locations, GFA, setbacks, car parking and built form parameters.~~
- **Detailed development consent for:**
 - ~~— Subdivision;~~
 - ~~— Site-wide preparation works including estate-wide clearing of all vegetation and dam-dewatering;~~
 - ~~— Estate-wide bulk earthworks;~~
 - ~~— Construction of retaining walls;~~
 - ~~— Provision of site servicing infrastructure to allow the operation of the industrial unit for warehouse and distribution centre and/or other manufacturing industries;~~
 - ~~— Construction and use of Warehouse 1 and 3 for the purposes of warehouse and distribution centres which will operate 24 hours/day, seven days/week;~~
 - ~~— Internal road network (including North-South Collector Road and Temporary Access Road to Mamre Road until the ultimate connection is provided by the adjoining landowner);~~
 - ~~— Associated carparking;~~
 - ~~— Signage;~~
 - ~~— Realignment of the existing E2 zone with a maintained width of 40m; and~~
 - ~~— Landscaping to the site and adjacent realigned creek.~~
- ~~▪ Stage 2 of the YLE, including construction of warehouse buildings 2, 4 and 5 will be subject to separate development applications.~~
 - ~~—~~ **Estate-wide pre-commencement works** including:
 - Site remediation works as defined within the Remediation Action Plan (RAP).
 - Heritage salvage works (if applicable).
 - ~~—~~ **Subdivision construction works** including:
 - Creation of roads and access infrastructure

- Clearing of existing vegetation on the subject site and associated dam dewatering and decommissioning.
- Realignment of the former E2 zone to serve a purpose as a trunk drainage corridor, with landscaping and planting in accordance with the Mamre Road Precinct Stormwater Scheme Plan from Sydney Water, and a Vegetation Management Plan.
- On-site bulk earthworks including any required ground dewatering.
- Importation, placement and compaction of:
 - Virgin Excavated Natural Material (VENM) within the meaning of the POEO Act, and/or
 - Excavated Natural Material (ENM) within the meaning of the NSW Environmental Protection Authority's (EPA) Resource Recovery Exemption under Part 9, Clause 91 and 92 of the POEO (Waste) Regulation 2012 – The Excavated Natural Material Order 2014, and/or
 - Materials covered by a specific EPA Resource Recovery Order and Exemption which are suitable for their proposed use.
- Construction of boundary retaining walls.
- Delivery of stormwater infrastructure, trunk service connections, utility infrastructure.
- Boundary stormwater management, fencing and landscaping.
- Construction and dedication of internal road network to Penrith City Council (PCC).
- Construction of a Temporary Access Road from Mamre Road to remain in GPT ownership.
- **Warehouse and distribution building works** including:
 - Warehouse 1 (Lot 2A) (refer **Figure 2**)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;
 - Construction of warehouse building as shown on the detailed Architectural Plans;
 - Fit out of buildings as shown on detailed Architectural Plans, including standard racking and office fit out; and
 - Landscaping of development sites in accordance with detailed Landscape Plans.
 - Warehouse 3 (Lot 1) (refer **Figure 3**)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;
 - Construction of warehouse building as shown on the Stage 1 Architectural Plans;
 - Fit out of buildings as shown on Stage 1 Architectural Plans, including standard racking and office fit out;

- Landscaping of development sites in accordance with Stage 1 Landscape Plans; and
- Reconstruction of environmental corridor in accordance with the Vegetation Management Plan (VMP) (Appendix T).
- Building works including:
 - Construction and fit out of two warehouse and distribution buildings in Stage 1 on Lots 1 and 2A which will operate 24 hours/day, seven days/week.
- Subdivision of Stage 1.
- Signage.

Figure 4 Refinement to the exhibited project – Site Layout Plan



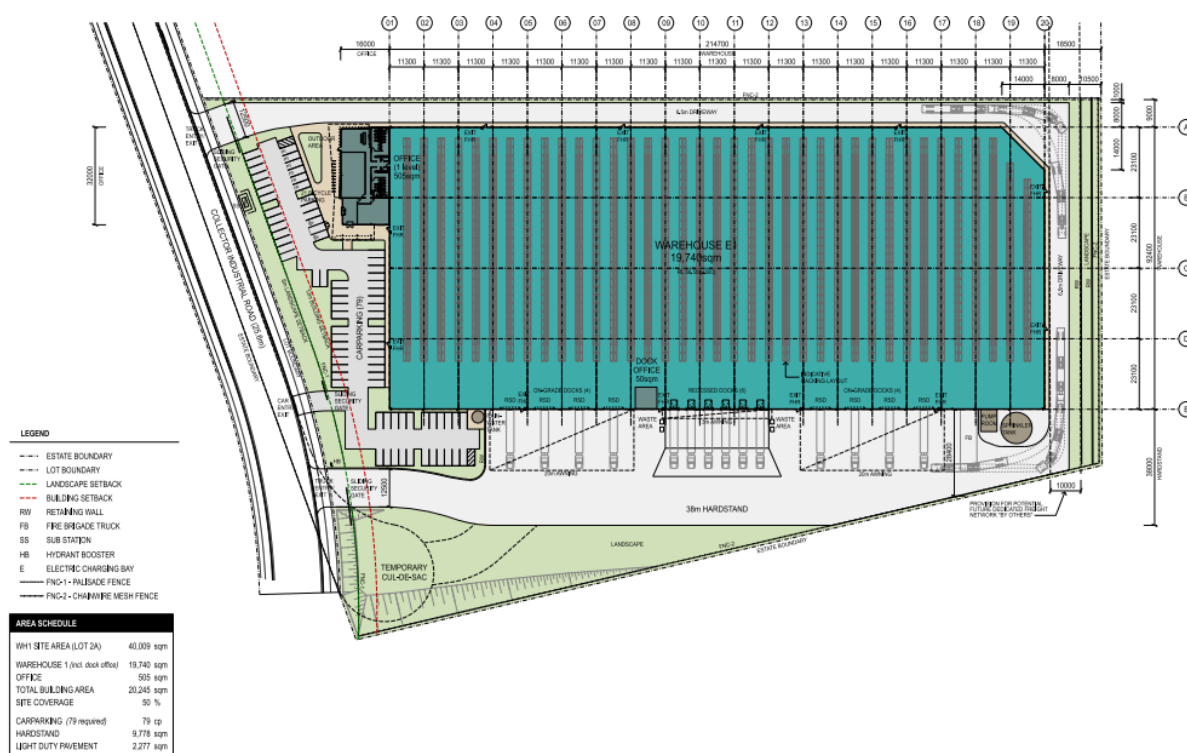
Source: SBA Architects

2.1. DETAILED DESCRIPTION OF THE PROJECT

The proposal of the Site Layout Plan consists of the construction and use of Warehouses 1 and 3 for the purposes of warehouse and distribution centres which will operate 24 hours/day, seven days/week. A detailed description for Warehouses 1 and 3 is provided in the following sections.

Warehouse 1

Figure 5 Proposed YLE Warehouse 1 Site Plan



Source: SBA Architects

Table 2 Summary of Proposed YLE Warehouse 1 Development

Warehouse 1 Element	Amount
Site Area	40,009m ²
Warehouse (incl. dock office)	19,740m ²
Office	505m ²
Total Building Area	20,245m ²

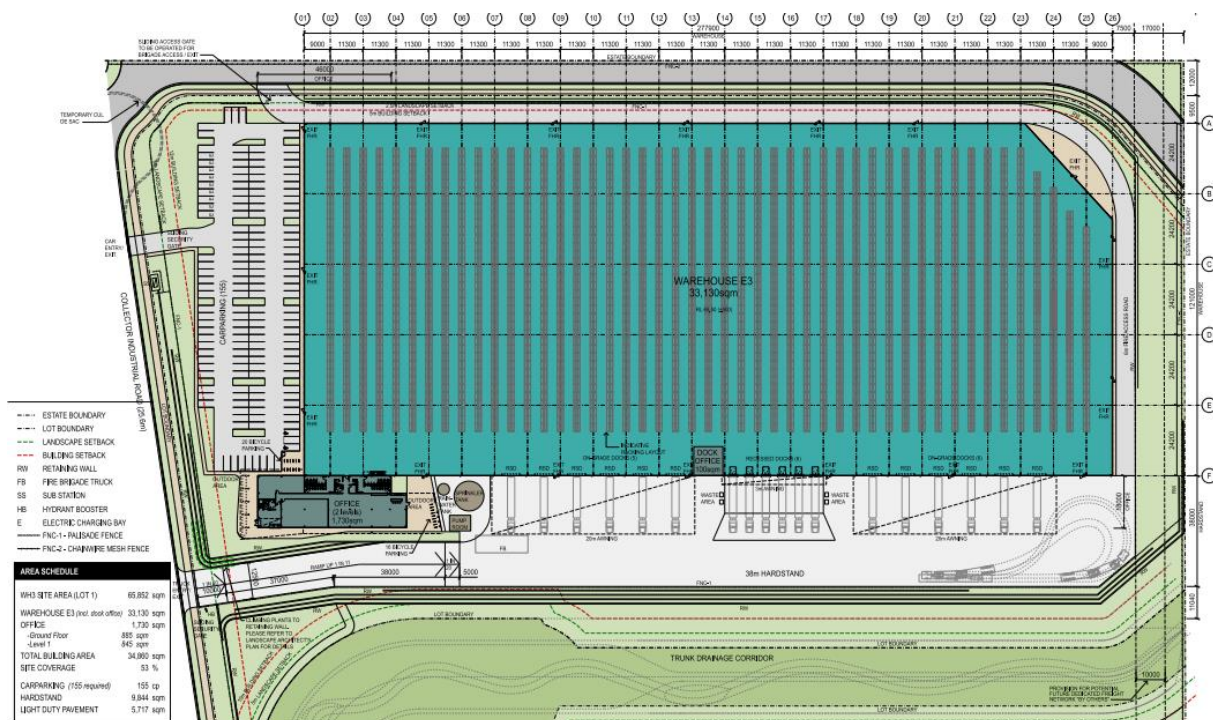
Warehouse 1 Element	Amount
Site Coverage	50%
Car Parking	79 spaces
Hardstand	9,778m ²
Light Duty Pavement	2,277m ²

Table 3 Warehouse 1 Car Parking Provision

Land use	GFA (m ²)	Required provision (per MRP DCP)	Proposed provision
Warehouse and distribution centre	19,740	79	79 spaces

Warehouse 3

Figure 6 Proposed YLE Warehouse 3 Site Plan



Source: SBA Architects

Table 4 Summary of Proposed YLE Warehouse 3 Development

Warehouse 1 Element	Amount
Site Area	65,852m ²
Warehouse (incl. dock office)	33,130m ²
Office	1,730m ² across two levels: <ul style="list-style-type: none"> – Ground floor: 885m² – Level 1: 845m²
Total Building Area	34,860m ²
Site Coverage	53%
Car Parking	155 spaces
Hardstand	9,844m ²
Light Duty Pavement	5,717m ²

Warehouse 3 Car Parking

Parking rates for the proposed Warehouse 3 are provided in accordance with the MRP DCP provisions, outlined in **Table 5** below.

Table 5 Warehouse 3 Car Parking Provision

Land use	GFA (m ²)	Required provision (per MRP DCP)	Proposed provision
Warehouse and distribution centre	33,130	155	155 spaces

Bulk Earthworks and Benching Levels

The development and proposed benching levels respond to the topography by providing development pads which step from progressively from the existing high point on the east of the development site, to the lowest part of the site on the west adjacent to Mamre Road.

The earthwork volume estimates are provided in **Table 6** follows:

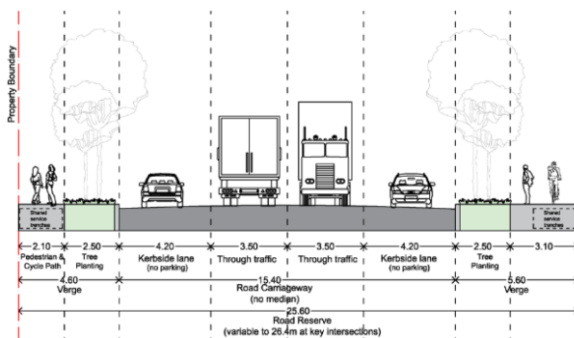
Table 6 Earthwork Volume Estimates

Item	Apparent Volume (m ³)
Cut	- 432,100
Fill	+ 542,500
Topsoil Strip	- 66,200
Detailed Excavation	- 66,200
Balance	+ 44,200 Fill Over Cut

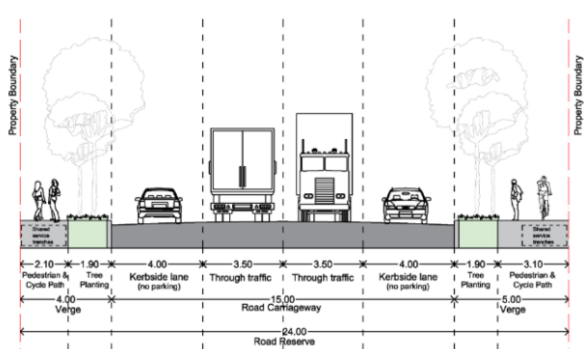
Estate Road Cross Sections

The YLE internal road network will integrate with the broader transport strategy for the MRP, including the Mamre Road upgrade and MRP DCP. The proposed road alignments will incorporate best practice for both vertical and horizontal alignments with consideration of the existing landform.

Figure 7 Adopted Estate Road Cross Sections



Picture 1 Distributer Road Cross Section (North South Link Road)



Picture 2 Local Industrial Road Cross Section (Temporary Access Road and Access Road)

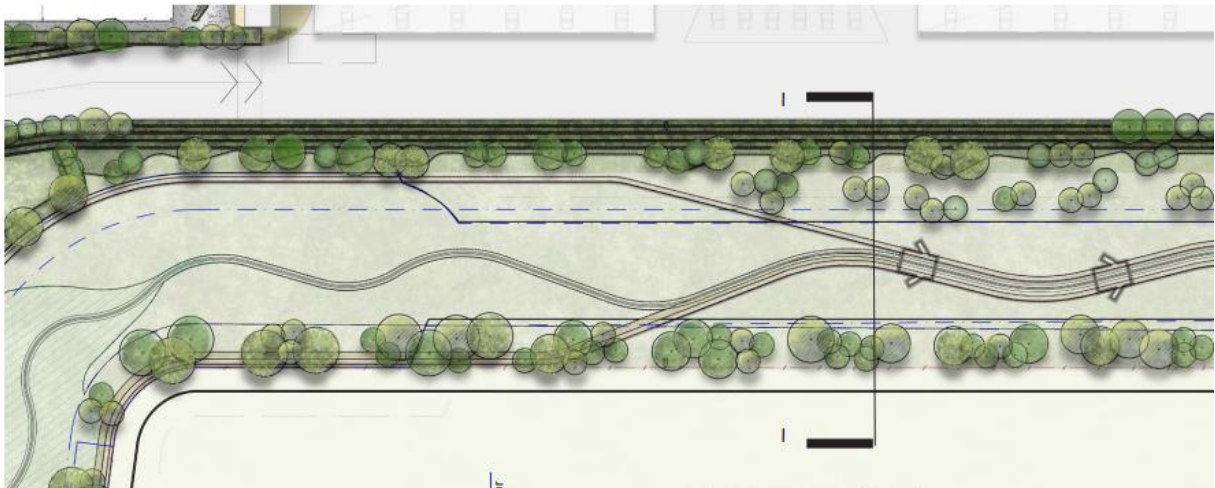
Source: MRP DCP (DPE)

Trunk Drainage Corridor

The trunk drainage corridor within the site connects from the adjoining property owned by Dexu to the east, through the eastern portion of the site, and into the Mirvac site to the south-west of the GPT site. As part of the EIS, a 40m wide trunk drainage corridor was proposed, with 5m setbacks on either side. The trunk drainage corridor reflects the former E2 zone which has since been removed as part of the finalisation of the Cumberland Plain Conservation Plan.

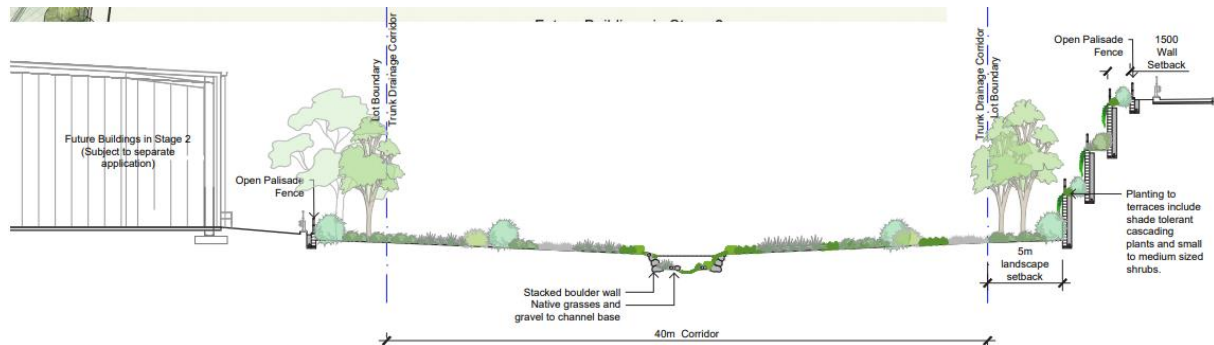
The total area of the trunk drainage corridor has reduced from 15,393 m² in the EIS to 10,965 m² within the updated Master Plan within this Submissions Report (refer **Figure 5**).

Figure 8 Proposed trunk drainage corridor



Source: Site Image

Figure 9 Proposed trunk drainage corridor - Section

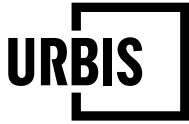


Source: Site Image

2.1.1. Justification

The withdrawal of the Concept Master Plan is due to the future inclusion of an additional site located at 772-782 Mamre Road, Kemps Creek (legally described as Lot 61 DP 259135), which has been purchased by GPT following the original submission of the YLE EIS on 30 August 2021. The inclusion of this additional lot to the overall site would increase the site area and require a re-design of warehouses 4 and 5 and the built form configurations within the western portion of the site.

The Stage 1 works which includes the construction and use of warehouses 1 and 3 has been designed in accordance with the requirements of the Mamre Road Precinct DCP (MRP DCP). MRP DCP controls such as stormwater management, waterway health targets and WSUD have been satisfied within the proposed Stage 1 works.



The withdrawal of the Concept Master Plan will result in reduced environmental impacts of SSD-10272349 given it reduces the total GFA, traffic and noise generation within the proposed development through the reduction of three (3) warehouses, in warehouses 2, 4 and 5.

The future development of the remainder of the site, which would include 772-782 Mamre Road, will be subject to separate development applications and be designed in accordance with the MRP DCP requirements.

The project description has also been amended to incorporate the realignment of the former E2 zone which now serves the purpose as a trunk drainage corridor. This is supported through consultation with NRAR. The realigned trunk drainage corridor maintains the existing width of 40m and is supported by landscaping.

The proposed land uses on the site will consist of warehousing and distribution uses, with no manufacturing uses proposed at this stage within the estate.

Conclusion

GPT trusts that the amendment outlined in this Clause 55AA Amendment Request letter are supported by DPE in its finalisation assessment of SSD-10272349. As mentioned above, assessment of these elements will form part of the RFI to be lodged in relation to SSD-10272349 in February 2023.

Should you have any questions or require further clarification please contact me on the details below.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Bruce Colman".

Bruce Colman
Director
+61 2 8233 7680
bcolman@urbis.com.au